

## MOTOR TRUCKS CUT OPERATING COSTS

### Boston Elevated Ry. "Swaps" Horses for New Equipment, At Financial Gain.

Edward Dana, general manager of the Boston Elevated Railway Company of Boston, says in the Electric Railway Journal that during 1920 his company made substantial progress in replacing horses with motor trucks. The change was made in the interest of economy and efficiency.

It is interesting to note that with motor trucks, this company has reduced the number of men in the wire emergency service from fifty-one to forty-four.

When the Boston Railway Company adopted the motor truck, it disposed of a large number of horse-drawn vehicles sold forty-five horses and abandoned four stables, all of which were previously in continuous service.

The cost of motor equipment displacing the horse was \$138,000, made up of the following units: Five 5-ton dump trucks, three 3½-ton wrecking trucks, two 3½-ton platform trucks, one 3½-ton wire department truck, one 2-ton tower truck, two 2-ton platform trucks, two 2-ton covered express trucks, one 2-ton army body truck, four ¾-ton express trucks, and three ¾-ton switch repair trucks, having a combined capacity of 79½ tons.

A fleet of trucks of such proportions called for extensive housing facilities, which represented an expenditure of \$198,000,000 embracing building construction as follows:

Five modern fireproof buildings erected and an existing brick building remodeled as garage space.

These buildings were located at Harrison avenue, Broadway, Grove Hall, Roxbury; Sullivan square, Camden street, and Baldwin street, Cambridge.

The central garage, having a storage capacity of forty cars, was located at Harrison avenue, at which point is located the headquarters of the wire and conduit division and the company's present machine shop.

This garage is of modern construction.

throughout, built of concrete blocks and equipped with repair shop, store room, and chauffeurs' quarters. Except for the storage of certain trucks, these substation garages are used for the emergency line service and wrecking truck headquarters. The most important types of trucks are the emergency tower wagon, heavy line work truck with winch, wreck truck equipped with derrick capable of lifting seven tons, and five-ton trucks for construction work in the department of maintenance of war. The remaining trucks are of various sizes for transportation of material and supplies.

In addition to economy in the handling of supplies the most important feature is the time saved in handling wire breaks or wrecks which interfere with the operation of the cars. These emergency trucks are so located that the entire system can be easily protected and the proper truck landed at the location of the trouble with a minimum of delay.

The wrecking facilities previously had consisted of old 20 ft. cars equipped with wrecking material, but as these cars could not get close to the scene of trouble, they were awkward and inefficient, and while still available in extreme emergency, they will rarely, if ever, be pressed into service.

The foreman in charge of the trucks is held absolutely responsible for knowing that tools and equipment are on the wrecking wagons at all times and is held strictly accountable for any negligence in the checking up of the tools after the trucks have been out on duty.

Through the use of motor equipment, the company has made an approximate saving of \$25,000 a year in maintenance expenses, which is equivalent to about 25 per cent on its investment in motor equipment and servicing facilities after the displacement of horses.

### DETROIT FIRM TO MAKE NEW ELECTRIC STARTER

The new electric starter designed by Allen A. Cantor for instantly starting cars in warm or cold weather has been contracted for by some Detroit concerns.

The novelty of the device lies in the fact that, although entirely electrical, no motor, compressors or other expensive mechanism is used.

It is understood that about 1,000,000 cars in this country alone are to be equipped with this device this coming year.

## Around the Town

A regular monthly meeting of the Washington Automotive Trade Association will be held Monday, April 4 at the City Club.

The A. B. C. Motor Company, of 617 New York Avenue northwest, reports a most satisfactory year's business for the Traffic Truck, which was brought into Washington by this enterprising company one year ago.

The officials of the A. B. C. Company have built up an efficient service and sales organization and have won an enviable reputation for keeping Traffic Trucks up and going under any and all conditions.

Traffic Trucks have been placed with the following Washington firms: The Frank Kidwell Stores, Warner Stutler, D. C. contractor; Edwin E. Ellett, tiles and mantels; Hermann Bottling Works; Faber Bottling Works; E. L. Myers, long distance hauling and many truck and general farmers in nearby Maryland and Virginia.

William P. Killen, distributor for the Duplex Limited, "On Time All The Time," is bringing several new Duplex Limited busses to Washington from York, Pa., to take care of the rapidly growing business of the Washington Rapid Transit Company. The bodies of the Duplex Limited busses are built by the Hoover Body Company, York, Pa., of which Mr. Killen is Washington representative.

A. W. Duffy, sales manager for the Dort Distributing Company, of 1017 Fourteenth street, reports sales of a car a day during the month of March. Mr. Duffy credits seventeen of these sales to the Dort exhibit at the Washington automobile show.

H. R. Spence and M. Jarboe have joined the sales organization of the Dort Distributing Company. Mr. Jarboe was formerly with the Oldsmobile Sales Company. Mr. Spence was formerly with the York-Parkhurst Company.

The Semmes Motor Company, of 613 G street northwest, has inaugurated a policy which has brought considerable business to the car-painting department. This progressive company furnishes a car to be used while one's car is being painted. The charge for the substitute car is practically the cost of operation.

Attractive tire bargains are being offered by the Government Tire and Rubber Company of 1410 Fourteenth street during a sale to make room for a large shipment of Keystone cord and fabric tires, which will be handled exclusively in the future.

Milton Spino, the local representative of the Keystone Company, has built up a material business on the Keystone products, and it is to take care of the demand for Keystone tires that the stock of other makes is being disposed of.

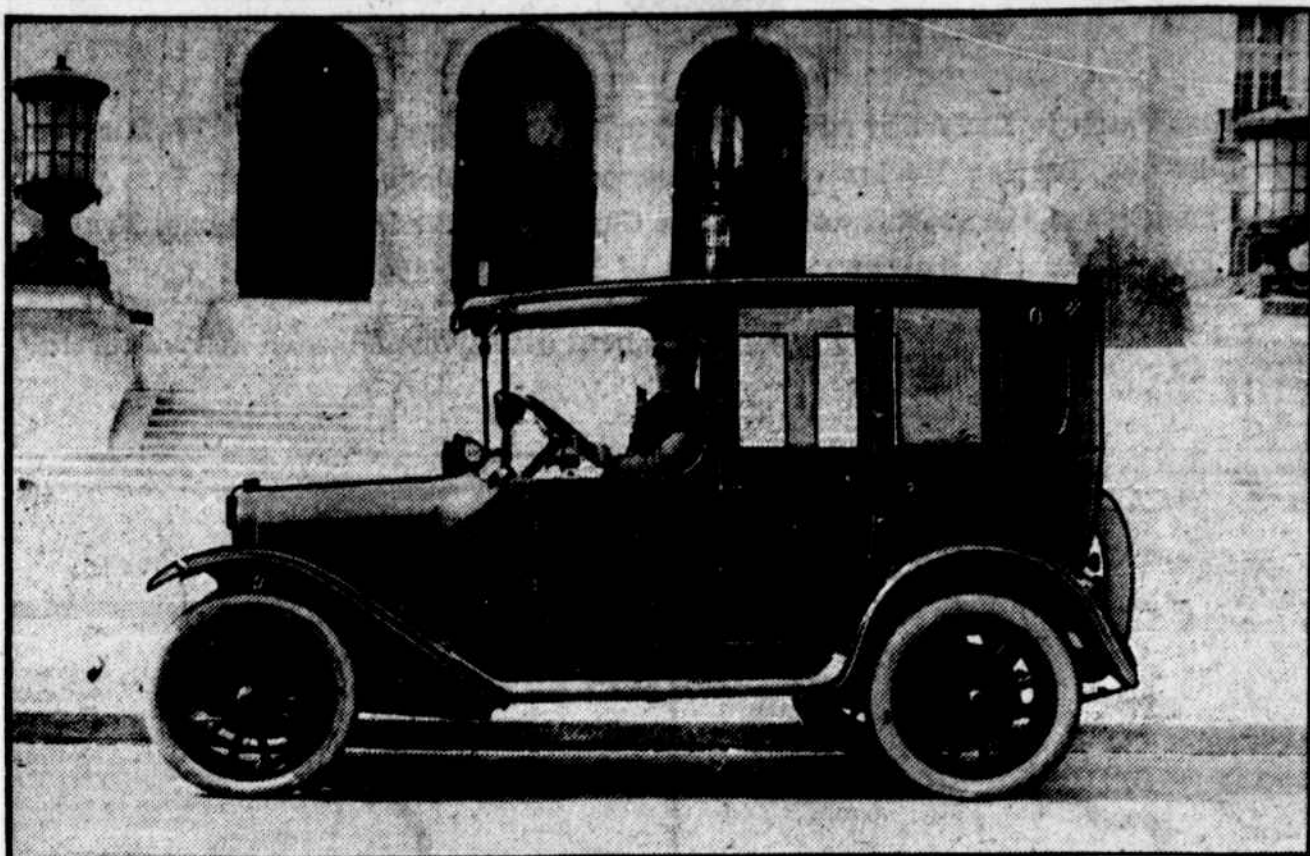
### TO PENALIZE AUTOISTS FOR LITTER ON ROADS

Discarded lunch boxes, tin cans, bottles and similar trash dumped along highways of Southern California by careless auto parties will lead to arrests, according to a new plan announced for keeping the highways clean. It is hoped a general movement that will eliminate unsightly rubbish dumps along the beautiful roads built at great expense through the land of oranges.

While the entire blame for dirty roadsides is not placed on auto parties, they are responsible for a great deal of the rubbish and will be penalized. Riverside county is the first to put the anti-rubbish law into effect and it is expected that other Southern California counties will follow at once. The campaign was inaugurated and is being prosecuted by the Automobile Club of Southern California, which has branches in a score of cities and a membership of over 70,000.

A check will be kept during the coming summer in order to test the efficacy of the campaign, which, if successful, it is believed will be followed in other parts of the United States.

ONE of the fleet of thirty Yellow Taxicabs which began operations here yesterday under the capable supervision of John J. Boobar, general manager for the company, of which G. Thomas Dunlop is president; James A. Cahill, vice president; Walter G. Dunlop, secretary and treasurer. The new cabs are perfectly appointed vehicles built by the Yellow Taxicab Manufacturing Company of Chicago.



### TIRES WHICH RUN SOFT MUCH LESS RESILIENT

They Also Are More Costly in Oil and Gasoline.

Did you ever hear of tire fatigue? A 30 by 3½ tire is approximately ninety-five inches in circumference and must make 567 revolutions to the mile.

In each revolution the entire carcass flexes or bends twice—once down and once up. This means 1,134 flexations to the mile and over one and one-third million flexings per 1,000 miles run. A 35 by 5 tire is 110 inches in circumference and makes 571 complete turns to the mile. With two flexes of the carcass to the revolution, we have 1,142 to the mile and again more than a million to the 1,000 miles. This friction creates heat in an amount easily computed in terms of horse power in the testing laboratory.

When it is considered that 1,000 miles is a very small distance in the life of the present-day automobile tire, the Miller contention of the economy of using standard makes able to withstand the strain of these 15,000,000 or 20,000,000 flexings, is more readily understood. The heat induced by this continued bending serves to literally tear down the fabric plies of the carcass as well as to retard the car.

It is a rule well recognized by tire manufacturers that the softer a tire is run the more the carcass tends and the greater the fatigue of the tire. Resistance, too, is increased with underinflation, as the motorist may easily ascertain by pushing his own car. A tire which runs soft is not only less resilient but more costly in gas and oil consumption.

### WANT FEDERAL LIABILITY FIXED IN AUTO DAMAGES

The Chicago Motor Club has taken up with the American Automobile Association the question of Government liability with regard to automobile damages. Congress has made no appropriation to protect the private operators of automobiles or the public in general from any damages resulting from the operation of Government-owned trucks.

It is the desire of the club that individuals should be compensated promptly by the Government for damages sustained by them.

### WORN CONTAINER MAY BE USED AS AUTO TOOL KIT

A tube that has outlived its usefulness as an air container can be reincarnated as a tool case in which to carry all small tool equipment, such as wrenches, screwdrivers, pliers, files, etc. From an old tube a piece is cut of sufficient length to serve the purpose, and, after being split lengthwise, is slit along the center to make loops for holding the tools. The sides of the rubber case will curl up over the tools and the whole can be rolled into a neat bundle, which can be held securely by wide rubber bands cut from sections of the tube.—Motor.

### FARMERS BEST BUYERS OF AUTOS, RECORDS SHOW

More automobiles are owned by farmers than by any other single buying class: 33 per cent of cars are in districts under 1,000 population and 22 per cent in communities between 1,000 and 5,000, according to a survey by I. N. Gunn, president of the United States Tire Company.

These figures check up with State registration statistics, which indicate the heaviest use of cars in farming regions, such as Iowa, where there is one car for every six persons. Figures compiled by the National Automobile Chamber of Commerce show that the twelve largest cities, viz., all over 500,000, have but 9 per cent of the car registration.



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### CURB STONES WRECK TIRES ON MANY CARS

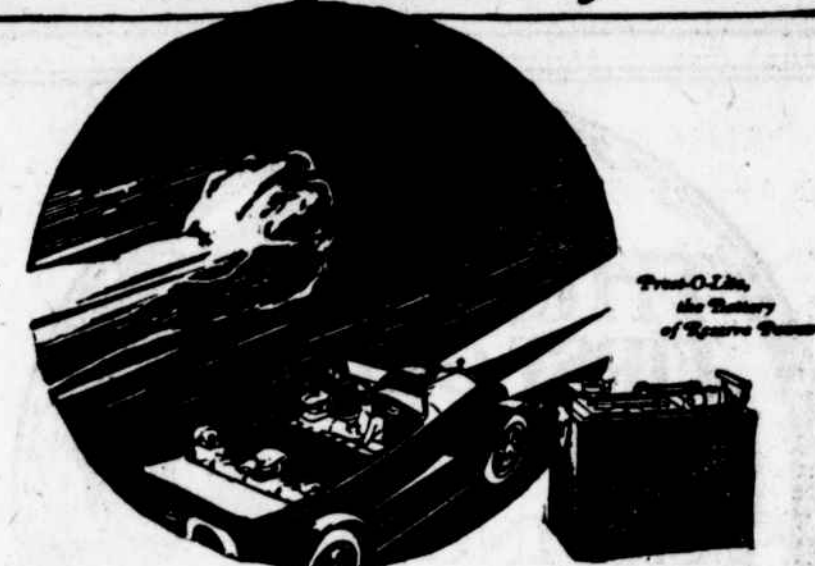
Motorists Shorten Life of Shoes By Careless Driving.

How do you park your car? Though parking ordinances in cities differ, they all require driving up to a curb of some kind. Right here many tire injuries are born. The motorist driving up at the proper angle unconsciously depends on a measure upon the curbstone to stop his car. Naturally the impact flattens and strains the tire carcass. In driving parallel to the curb the tire side walls are ordinarily rasped against the stone. The edges of the tread suffer, too. Of course, the poorly inflated tire suffers the most, as the

resiliency of proper inflation is lacking. It is in this way, say Miller tire men, that rim flanges are bent. Where the motorist drives almost head on against the curb, the carcass is bruised either near the middle of the tread or close up to the rim. Where the parking angle is sharper, the bruise is farther to the side. The resultant roughened place on the inside of the carcass constantly chafes the tube. Such a condition is responsible for many a tube going flat without apparent reason. A careful driver coasts to a stop, first throttling down his engine and applying the brakes gently. It is not necessary to drag the wheels or bump the curb. The skillful driver is repaid in lessened depreciation and wear. The more reckless owner, however, can take comfort in the fact that such tire injuries are in almost constant repairable if taken in time.

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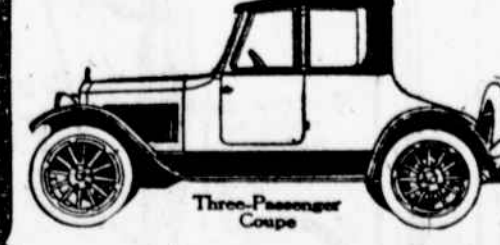
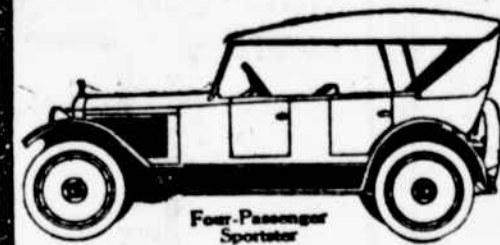
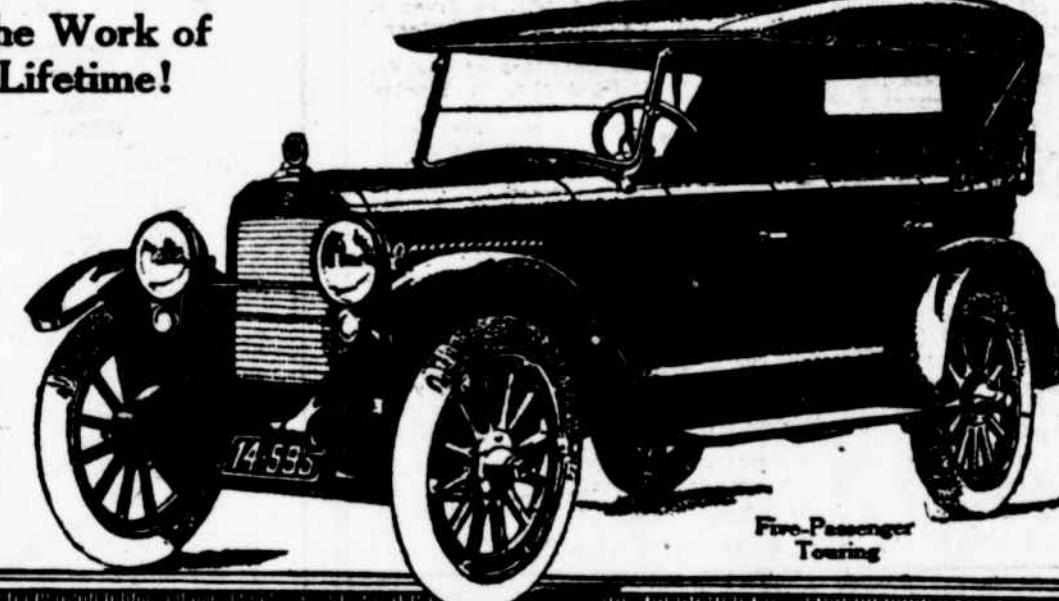
We invite investigation and inspection of the above.

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